

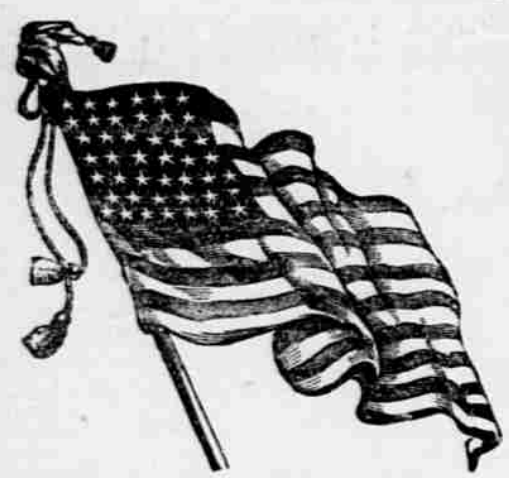


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TIME TABLE

McCook, NEBRASKA

LINCOLN, OMAHA, CHICAGO, ST. JOSEPH, KANSAS CITY, ST. LOUIS AND ALL POINTS EAST AND SOUTH.	DENVER, HELENA, BUTTE, PORTLAND, SALT LAKE CITY, SAN FRANCISCO, AND ALL POINTS WEST.
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TRAINS LEAVE AS FOLLOWS:

CENTRAL TIME.

No. 2. Vestibuled Express, daily, Lincoln, Omaha, St. Joe, Kansas City, St. Louis, Chicago, and all points south and east. 5:55 A. M.
No. 4. Local Express, daily, Lincoln, Omaha, Chicago, and all points east. 9:00 P. M.
No. 148. Freight, daily, ex. Sunday, Hastings and intermediate stations. 5:00 A. M.
No. 76. Freight, daily, Oxford, Holdrege, Hastings. 6:45 A. M.
No. 80. Freight, daily, Hastings and intermediate stations. 7:00 A. M.

MOUNTAIN TIME.

No. 5. Local Express, daily, Denver and intermediate stations. 8:15 P. M.
No. 3. Vestibuled Express, daily, Denver and all points in Colo., Utah and California. 11:40 P. M.
No. 149. Freight, daily, ex. Sunday, Akron and intermediate stations. 6:00 A. M.
No. 77. Freight, daily, Stratton, Benkelman, Haigler, Wray and Akron. 3:20 P. M.
No. 63. Freight, daily, Stratton, Benkelman, Haigler, Wray and Akron. 5:00 P. M.
No. 175. Accommodation, Mondays, Wednesdays and Fridays, Imperial and intermediate stations. 8:00 A. M.

Sleeping, dining and reclining chair cars (seats free) on through trains. Tickets sold and baggage checked to any point in the United States or Canada.

For information, time tables, maps and tickets, call on or write C. E. Wagner, Agent, McCook, Nebraska, or J. Francis, General Passenger Agent, Omaha, Nebraska.

RAILROAD NEWS ITEMS.

Switchman C. V. Kerr is "laying off".
A new floor in Train-master Kenyon's office, this week.

Conductor George Beck has been on the sick-list, this week.

Brakeman D. J. Nichols has been a Denver visitor, for a week or two past.

Supt. A. Campbell was in Denver, on business of the road, early portion of the week.

Brakeman William Shinsel returned to work, Tuesday, after a business trip to Sutton.

Car Accountant F. W. Smith was in the city, latter part of the week past, in the line of his duty.

Conductor and Mrs. John Morris are looking after the well being and comfort of another son, born Monday evening.

Roy Dixon was down on the St. Francis line, last week, firing in the stead of John Siders, who was in Iowa on a visit.

The B. & O. runs two conductors on all excursion trains—one to look after the tickets and the other to run the train.

Switchman L. S. Watson will accompany his brother C. T. Watson home to Lafayette, Indiana. They will start on next Monday.

W. J. Purvis, formerly machinist at Seneca, is now firing out of Alliance. Trainmaster J. C. Birdsell spent a few days on the western division, this week.—Alliance Grip.

Our new line of samples for spring '97, for clothing to order, are now ready. See us before placing any order. A good fit and lowest prices guaranteed.

THE FAMOUS.

C. T. Watson of the Western Union has been worse with the rheumatism, this week, and expects to leave, first of next week, for his home in Lafayette, Indiana, to remain with his mother until able to return to work.

Frank Harris was called to Galva, Illinois, Monday night, by a telegram announcing the death of his aged mother, Monday evening. Master Henry accompanied him. Grandma Harris was 76 years of age, and had been in good health up within two weeks of her death. Frank has the sincerest sympathy of this entire community.

Mrs. T. W. Dennis, of Neligh, sister of Agent T. G. Rees of Farnam, died on Sunday last, at that place. The remains were taken to Clayton, New York, for interment, and were accompanied by husband, son and father. The father was on his way from New York to take the daughter back to New York state for her health, but a sudden change for the worse ended her life before the arrival of the father in Nebraska.

The Lincoln Journal gives the following figures about the phenomenal run recently made by the Burlington's Mayham special. Distance between Chicago and Denver 1,025 miles. Running time less 86 minutes dead time was 1,047 minutes, an average of 58.74 miles per hour. The average per hour including dead time was 54.25 miles. The Q average was 53.06 miles an hour, the Burlington 55.41 miles an hour. The Western division average was 56.8 miles an hour, not including stops, 60.2 miles per hour. Chicago's altitude above the gulf is 581 feet, while Denver is 5,168 feet above sea level. The record is one the Q and Burlington may well be proud of. The performance stands unequalled in American railroad annals, and will not soon be excelled.

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A pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant. 40 YEARS THE STANDARD.

No Favor For Pugs.

"The Burlington & Missouri River railroad will put in no cheap rates from Omaha to the Corbett-Fitzsimmons fight at Carson City, Nev., or anywhere else. The rate of \$65 for the round trip from Omaha, previously announced will not apply via the Burlington route. We do not want any of this prize fight business," said General Passenger Agent Francis of the B. & M. to a Bee reporter this morning.

"I have carefully considered this matter," continued Mr. Francis, "and last night decided to take a stand against granting any privileges to the class of people attracted to a prize fight. This morning I have issued instructions to our soliciting passenger agents and other representatives, notifying them that the Burlington would not make any reduced rates or grant other concessions for this prize fight."

The foregoing announcement created consternation in local railway circles, even among the Burlington attaches of lower rank than the general passenger agent. Circulars announcing a rate of \$15 for the round trip and the advantages of the Burlington route has just been prepared and were about to be sent out. They were all destroyed. This action on the part of the passenger department of the B. & M. road is independent of the move made against the prize fighters by General Passenger Agent Eustis of the Burlington in Chicago, yesterday, although in accord with the policy named by him. Up until noon no action had been taken by the other three roads seeking business from Omaha to the fight, the Union Pacific, the Rock Island and the Missouri Pacific, and it is generally believed that they will not withdraw the rate of \$65 for the round trip already announced.—Omaha Bee.

NORTH COLEMAN.

J. R. Smith threshed 780 bushels of millet, recently.

R. Traphagen has returned from his business trip east.

Mrs. M. L. Stryker has been sick but is better at present.

D. J. Osburn and wife are attending the meetings at McCook.

Rev. Vivian is convalescing at the present writing, but has been quite sick.

H. T. Church is expected back, next week, from his visiting tour in Milwaukee, Wisconsin.

Fred and Louis Brown were at Box Elder to the chicken-pie social, and reported a good time.

About five inches of the beautiful fell in this vicinity, last Sunday, which makes the farmers feel glad, thinking they will get a crop, this year.

A good many of the Colemanites were at McCook, last Saturday, and heard the street preaching, and were well pleased with what they heard.

Some of the young men went to McCook, Monday night, to the special services conducted by Major Cole. Hope they will not be disappointed of receiving great good.

The Spring creek school in Osburn precinct will close their term of school in two weeks, which has been very successful under the care of Hubert Beach as teacher.

Washington's birthday was observed in No. 58 school house, with a corresponding program under the leadership of Anna Irvin, teacher. There were about 40 present, with the scholars. A good time was had.

Considerable timber on the Willow is being converted into stove wood and fence posts. Those who are doing the work will soon have to lay aside the saw and ax and take to plow-handles, as it will soon be time to commence farming.

The revival at Coleman is still in progress, with great interest manifested. Prof. Neusbeume has done such good work for the singing class with his musical talents that anything that takes place where singing is required the professor is on hand to do his part.

Dr. Z. L. Kay.

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